

# **SURVEY OF OFF-STREET PARKING**

**MIDDLETOWN, CONNECTICUT  
JULY 1977**

STATE OF CONNECTICUT  
ELLA GRASSO, GOVERNOR

DEPARTMENT OF COMMUNITY AFFAIRS  
W. JAMES RICE, COMMISSIONER



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Office of Local Government

July 11, 1977

The Honorable Anthony S. Marino  
Mayor of Middletown  
City Hall  
DeKoven Drive & Court Street  
Middletown, Connecticut 06457

Dear Mayor Marino:

The Office of Local Government, of the State Department of Community Affairs, takes pleasure in transmitting to you the Survey of Off-Street Parking, Middletown, Connecticut. The survey was undertaken through the Department by Charles B. Monroe, of the University of Connecticut.

In preparation of this survey, the Department wishes to acknowledge the professional services of Charles B. Monroe, Professor of Geography and his assistant, Gary Steele. In addition, we wish to extend our appreciation to George A. Reif, Director of Planning and Zoning in Middletown, for his technical assistance on the survey.

We have sincerely enjoyed the opportunity of working with the City of Middletown and look forward to being of further assistance in the future.

Respectfully submitted,

STATE DEPARTMENT OF COMMUNITY AFFAIRS

A handwritten signature in dark ink, appearing to read "D. Todd Cook".

D. Todd Cook  
Planner

DTC:PK  
Enclosure

## ACKNOWLEDGEMENTS

The State Department of Community Affairs wishes to express its sincere appreciation to all individuals who have assisted in the assemblage and completion of information for the Survey of Off-Street Parking, Middletown, Connecticut.

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## INTRODUCTION

## SURVEY OF OFF-STREET PARKING

Middletown, Connecticut

### Authorization

On November 23, 1976, the Mayor of the City of Middletown, Anthony S. Marino, signed an agreement with the State Department of Community Affairs' Office of Local Government to undertake a "survey of off-street parking" as it exists in the city today. The Department requested the professional services of Charles B. Monroe, Professor of Geography, at the University of Connecticut, to complete the survey.

### Purpose and Scope

The purpose and scope of the project is to measure demand for parking in selected off-street commercial, institutional, and residential lots in Middletown, to determine the adequacy of zoning regulations for off-street parking in the city and to make recommendations concerning future off-street parking modifications to the zoning code.

The Office of Planning and Zoning, for Middletown, selected fifteen specific off-street parking areas for detailed analysis. These off-street parking areas consisted of seven commercial, three institutional, and five residential, listed on page 2.

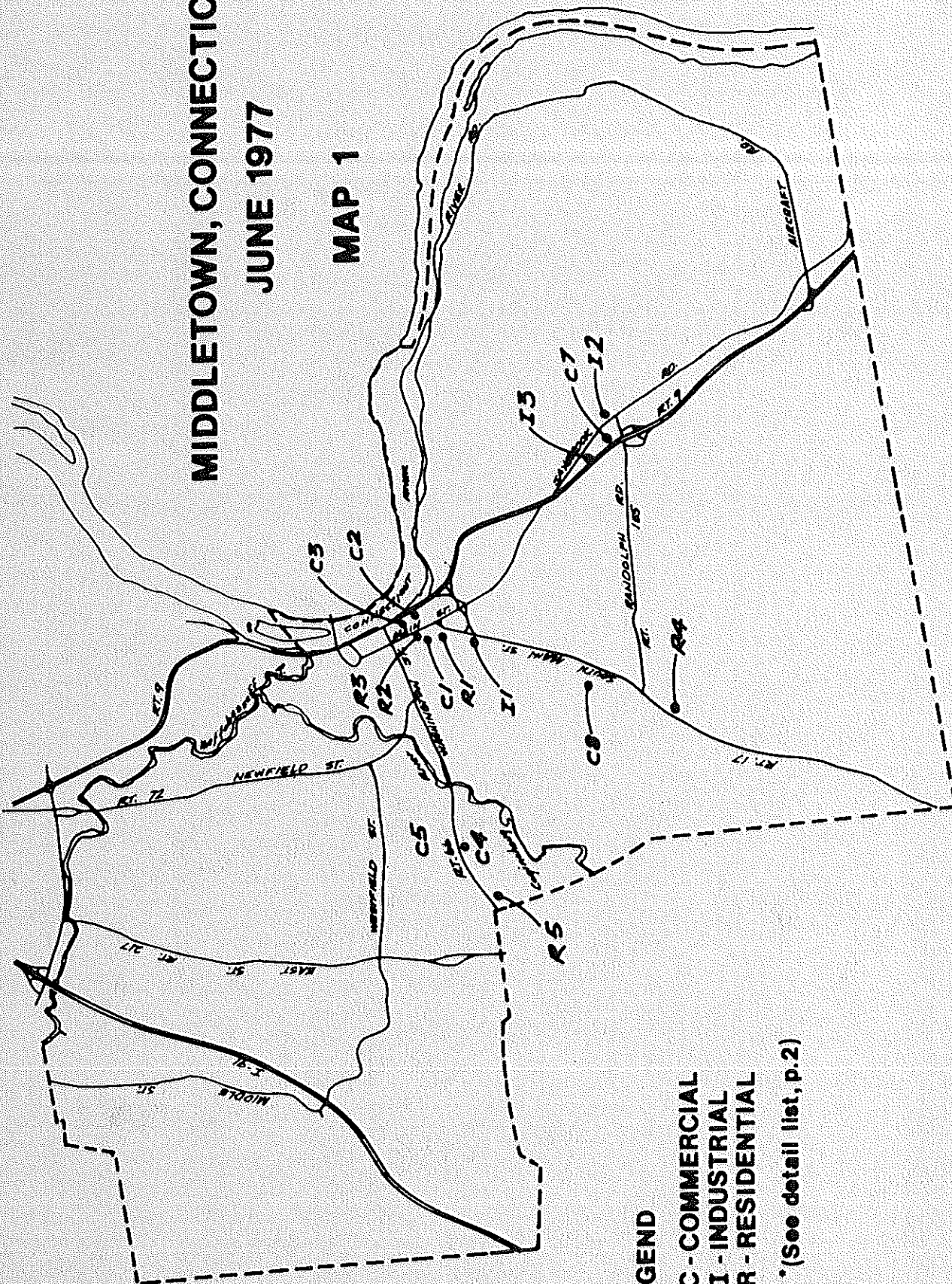


# OFF STREET PARKING SURVEY

MIDDLETOWN, CONNECTICUT

JUNE 1977

MAP 1



## LEGEND

- C - COMMERCIAL
- I - INDUSTRIAL
- R - RESIDENTIAL

\*(See detail list, p.2)

DEPARTMENT OF COMMUNITY AFFAIRS, HARTFORD, CONNECTICUT  
SOURCE: CITY OF MIDDLETOWN, OFFICE OF CITY PLANNING





## **SURVEY OVERVIEW**

## SURVEY OVERVIEW

### Design

Data collection for the off-street parking survey was completed in two phases.

### Data Collection - Phase I

Phase I covered a five-week period in the fall of 1976 and consisted of 27 surveys of weekday off-street parking use in each of the fifteen lots. Parking counts were taken on Tuesdays, Wednesdays, and Fridays at approximately 9 a.m., 11 a.m., and 2 p.m. for the weeks of November 14, November 28, and December 12. Two city employees recorded the number of vehicles present at each lot during the Phase I parking samples. The December week of parking counts was chosen to determine the impact of Christmas shopping on the demand for off-street parking in Middletown.

### Data Collection - Phase II

Phase II covered a weekend period in the spring of 1977 and consisted of three surveys of the commercial and residential lots only.\* Parking counts were taken between 7 - 8:30 p.m. Friday, March 4th and 1 - 2:30 p.m. Saturday, March 5th. Residential lots were also surveyed between 12 - 1 a.m. Thursday, March 3rd. The additional parking count data under Phase II was sought to determine the time of peak parking demand more accurately.

For the purpose of this study, lots C1, C2, and C3 are designated as downtown or Central Business District (CBD) parking lots, and lots C4, C5, C6, and C7 are referred to as "suburban" parking areas.

\*Institutions surveyed were not open on weekends; therefore, these lots were not included under Phase II.



**COMMERCIAL**

## COMMERCIAL PARKING

### Parking Lot Description

The seven commercial parking lots selected for the parking count survey are briefly described as follows:

- C1: (Color Mart/Atticus Bookstore): A parking lot with capacity of 38 spaces located several blocks from Main Street serving the adjacent businesses, a bookstore and artist's supply store.
- C2: (Riverview Center): A two story parking lot with a 512 space capacity located behind the Sears Building on Main Street. The lot serves general shopping and employment in downtown Middletown and contains some spaces assigned to individuals on a monthly rental basis.
- C3: (Columbus Plaza): A municipal parking area with 262 spaces located behind the Main Street businesses and bordering upon Washington Street and the Municipal Building. The lot serves general shopping activity in the downtown area.
- C4: (Washington Street Shopping Center): A shopping center parking lot capacity of 650 spaces located along Route 66. It serves Shop Rite Supermarket, Caldors Department Store, a drug store, and several small shops.
- C5: (Middletown Shopping Center): A shopping center parking lot with a 713 space capacity located along Route 66. It serves Kings Department Store, Top Notch Supermarket, and various smaller shops including a shoe store, record store, cafe, and bowling alley.

Of the approximately 200 cities responding to the Eno survey, about 65% require the number of parking spaces in off-street lots to be based on the square feet of floor area. The remaining cities are equally split between a basis for zoning other than square feet of floor area and no zoning requirement at all.

The minimum, maximum, modal, and mean number of parking spaces per 100 square feet of floor area for the set of cities responding to the national survey are presented in Table 1.

TABLE 1  
Zoning Requirements\* for Off-Street Commercial Parking  
from a Sample of Approximately 200 American Cities

<u>Zoning Requirement</u>	<u>Shopping Goods Retail</u>	<u>Convenience Goods Retail</u>
Minimum	0.06	0.10
Maximum	3.00	1.33
Modal	0.50	0.50
Mean	0.44	0.44

\*Spaces per 100 square feet of floor area.

Source: Witheford, D and G. Kanaan, Zoning, Parking, and Traffic, Eno Foundation for Transportation, Saugatuck, Connecticut, 1972.

Note that the modal and mean zoning indices from the two commercial classes are identical. Comparison of these national zoning statistics with the Middletown requirement of .33 spaces per 100 square feet indicates that

Table 2, on the preceding page, shows the average parking lot occupancy for each of the three weekday sampling times. These averages clearly show the increased use of commercial parking lots from early morning to mid-afternoon on weekdays. The average parking use at the seven lots appears well within each lot's capacity, except for C3 (Columbus Plaza) and C1 (Color Mart) during the afternoon period. Also, Table 2 shows the maximum occupancy data at each lot for one weekday sampling time. This measure of parking demand reveals that occupancy never exceeded 78% of capacity in the four non-CBD lots (C4, C5, C6, and C7). Thus, the amount of parking provided in the four suburban lots seems adequate to meet parking demand. On the other hand, the maximum occupancy figures for the three downtown lots (C1, C2, and C3) represent a more critical situation for parking. In these lots, commercial parking use frequently achieves maximum or near maximum rates.

The Phase II weekend occupancy data for commercial lots is summarized in Table 3, page 12.

- Friday evening and Saturday afternoon occupancy was lower than average weekday afternoon use at all lots except C5.
- Between the hours of 1 p.m. and 3 p.m. the use of all commercial lots except lot C3 was well below their design capacity.
- The maximum occupancy for the times surveyed was at or close to capacity (100%) at the downtown lots (C1, C2, and C3) and significantly less than capacity (50-78%) at the four suburban lots (C4, C5, C6, and C7).

According to comparative information on the commercial lots surveyed in Middletown, the four suburban lots (C4, C5, C6, & C7) have a greater designed parking capacity than required by the zoning statutes. The "excess" parking provided at these lots is especially noticeable at lots C4 and C5. This condition partially accounts for the fact that parking demand seldom approaches the capacity of the suburban commercial lots studied.

A different situation occurs in the two CBD lots (C1 and C2), which are exempt from parking requirements in the zoning statutes for Middletown. Both lots do not meet the .33 space zoning requirement based on floor area served by the parking area. Interestingly, the CBD lots are the ones where parking occupancy is highest and often near the capacity of the lot.

Two comparative indices for commercial parking lots in Middletown are presented in Table 4, page 14.



Index B, Table 4, represents the number of parking spaces per 100 square feet of floor area that would satisfy the maximum occupancy found in the parking survey. For example, lot C7 (Stop and Shop Center) with a maximum occupancy of 78 percent, or 288 spaces, could have met this parking demand with a zoning requirement of .39 spaces per 100 square feet of building area. Values for Index B indicate that lot C7 is the only suburban commercial lot that would need a zoning requirement higher than the current .33 spaces to meet the largest demand found in the parking survey. Lots C2, C4, and C5 have values for Index B close to the Middletown statute. Lot C6 (Crescimano's) with low occupancy percentages in the survey could satisfy its parking needs with a zoning requirement much lower than .33 spaces. Lot C1 (Color Mart), with its generally high occupancy percentages and low value for Index B, needs more spaces to meet maximum parking demand.

Summary: Commercial Parking Requirements by Zoning Code

In summary, the Middletown zoning requirement of .33 spaces for each 100 square feet of commercial floor area meets the current parking demand in non-CBD areas. This zoning statute for parking seems proper in two of the four suburban commercial lots (C4 and C5). Parking demand at lot C7 exceeds the Middletown zoning requirement a small proportion of the time. Only lot C6 has occupancy consistently less than the amount of parking specified in the Middletown zoning code.

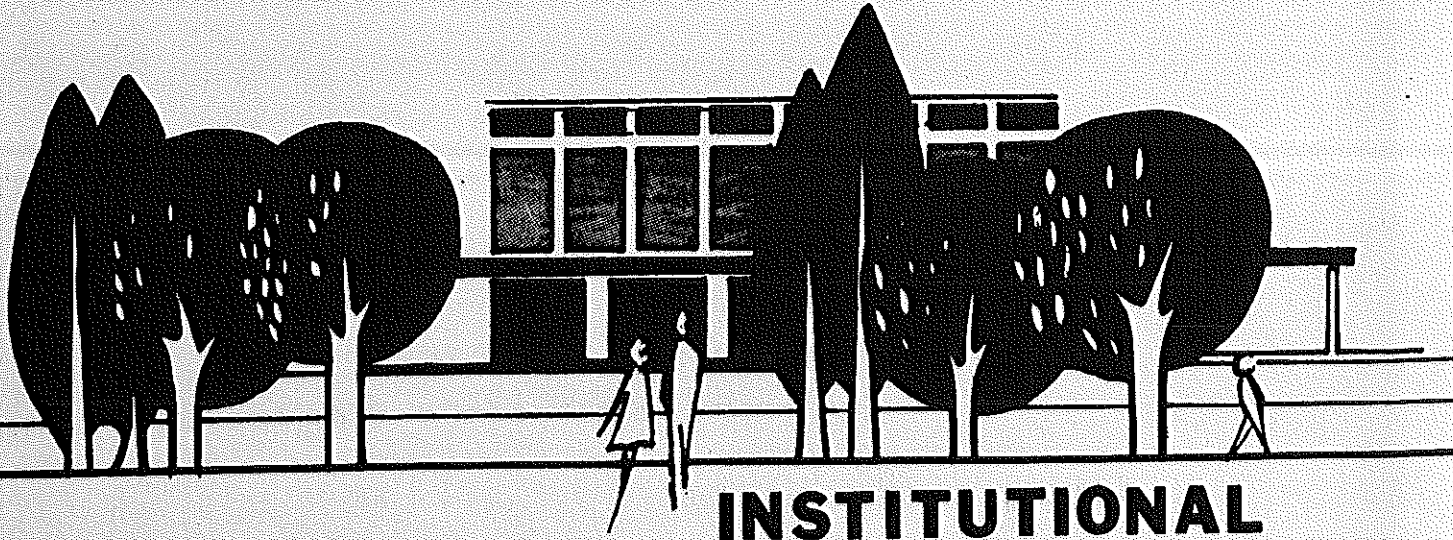
Evaluating a floor area parking requirement in CBD areas is difficult, because parking lots often do not uniquely serve adjacent commercial activities. In the three downtown lots surveyed in Middletown, occupancy

A representative of Shapiro's Restaurant (C3) felt that parking was adequate for his business. He cited midday as the busiest time at his restaurant with peak demand occurring on Friday. The busiest season was Christmas, but other holidays also tended to increase the number of customers. He disagreed with the two-hour limit on parking and hoped that it could be increased.

The final interview was conducted with the manager of Bradlee's Department Store (lot C7). He was happy with the parking for his business and felt it was "more than adequate." He could not evaluate the general parking situation in Middletown due to his limited personal experience. The peak of business activity occurred on Friday, Saturday, and Sunday with Christmas and Easter seasons producing an increased number of customers. The manager stated that his customers were more interested in one-stop shopping, such as at Bradlees and the adjacent Stop and Shop or in enclosed malls.

#### Summary: Interviews

The selected interviews of Middletown businesses seem to indicate a general satisfaction with the existing quantity of parking for commercial activities. The responses seem to refer more to parking conditions (e.g. time limit on parking) than the number of spaces. A more thorough survey of business opinion concerning commercial off-street parking would permit a more critical evaluation of the parking situation in Middletown.



**INSTITUTIONAL**

## INSTITUTIONAL PARKING

### Parking Lot Description

The three institutional parking lots serving facilities for doctors and dentists selected for the parking count survey are described below:

- I1 (Medical Building off Oak Street): a parking lot with a capacity of 60 spaces.
- I2 (Saybrook Road Medical Building): a parking lot with a capacity of 132 spaces.
- I3 (Poden Medical Building): a parking lot with a capacity of 96 spaces.

### Zoning Requirements

The Middletown zoning code, section 40.04.03 specifies the following parking guidelines for medical or dental clinics: one parking space for each two hundred square feet of floor area, plus one space for each doctor, plus one space for each three employees.

According to the Eno Foundation survey<sup>2</sup> of national zoning standards for parking, floor area is the most common basis of zoning requirements for medical buildings in American cities. Of the cities responding to this survey, 47% used a floor area standard in their zoning statutes, whereas eleven percent used the number of doctors or dentists. Other bases included the number of medical offices and number of employees. Sixteen percent of the cities in the survey used a combination of requirements, with the most common pair being number of employees and number of doctors.

<sup>2</sup> Ibid, Zoning, Parking, and Traffic, 1972.

Parking Lot Occupancy Counts

Parking counts for the three institutional lots are presented in Appendix B, and the average occupancy data appears in Table 6.

TABLE 6

Phase I, Off-Street Medical Clinic Parking Lot Occupancy

Count Summaries for Middletown - Weekday

Parking Lot		<u>I1</u>	<u>I2</u>	<u>I3</u>
Lot Capacity		60	132	96
	8-10 am	2/4%	3/2%	1/1%
Average Lot Occupancy	10-12 am	37/62%	43/33%	26/27%
	1-3 pm	47/79%	66/50%	13/44%
Maximum Total Occupancy		60/100%	106/80%	34/35%

Where a/b - a = number of vehicles present

b = vehicles as percent of capacity

Since medical buildings are generally not used during weekend and evening times, Phase II data was not collected.

Summary: Institutional Off-Street Parking

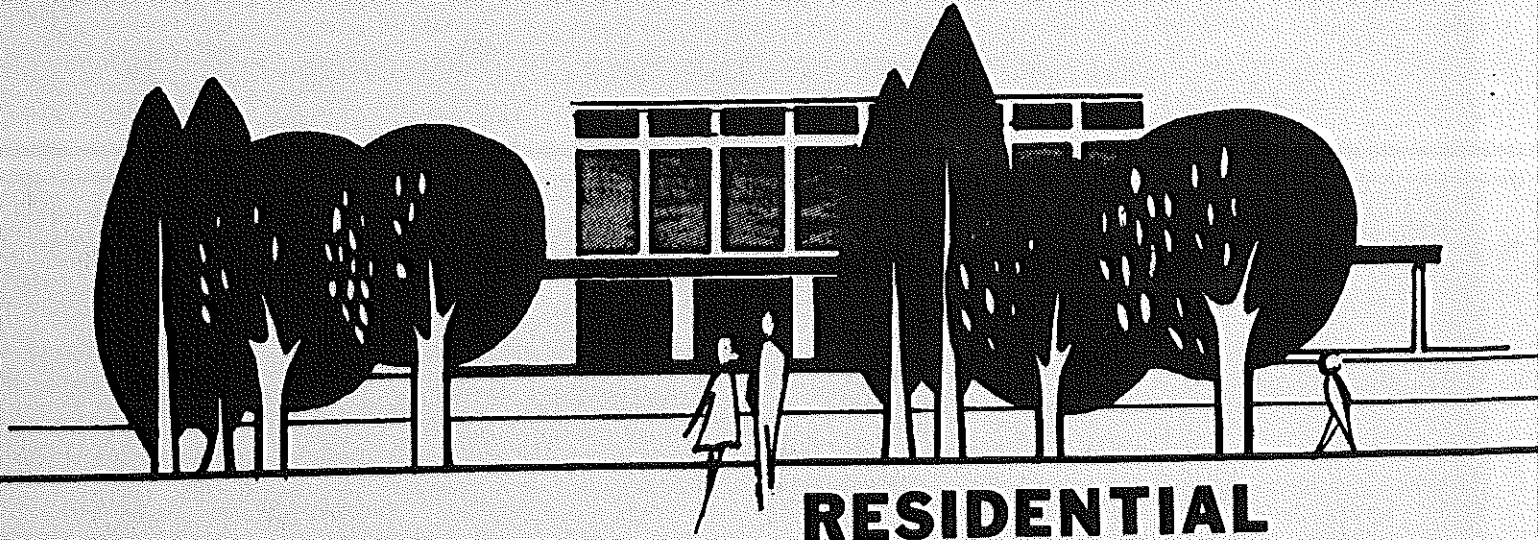
The occupancy data for institutional off-street parking shows a low number of vehicles using the medical building parking lots in the early morning period. Parking lot use shows a significant increase in the late morning and midafternoon periods. The average occupancy for each institutional lot reveals that parking is well below the maximum design capacity at the three daily times parking surveys were taken (Table 6). The maximum use during sampled times matches lot capacity for lot I1 (Main Street Medical Building) and is near capacity for lot I2 (Saybrook

The three institutional lots surveyed in Middletown provide between .50 (I1) and .69 (I3) spaces per 100 square feet of floor area (Table 7). The average American city using floor area as a zoning basis for medical clinics required .43 spaces per 100 square feet of floor area (see Table 5). Also, American cities using the number of doctors as the zoning basis required an average of four spaces per doctor. The three medical buildings surveyed in Middletown provide parking for between five spaces per doctor (I1) and 16 spaces per doctor (I3). These comparisons indicate that Middletown maintains more parking capacity for clinics than the average American city.

Summary: Parking Requirements by Zoning Code

In summary, it seems unnecessary to require such a complex combination of zoning bases, when a more elementary standard, such as square feet of floor area, would serve the purpose adequately. A zoning requirement approximating .50 spaces per 100 square feet of floor area seems proper for the clinics in Middletown. Such a zoning standard is currently satisfied by all three medical building lots in the Middletown survey. Also, parking occupancy during the sampled times was usually well below the number of spaces which would be required by the .50 space zoning standard.





**RESIDENTIAL**



## RESIDENTIAL PARKING

### Parking Lot Description

The five residential parking lots selected for the parking count survey are briefly described as follows:

- R1 (Wesleyan Dorms): Parking lot serving a high-rise dormitory of Wesleyan University on Church Street.
- R2 (Sbona Towers): Parking lot serving the senior citizens housing unit on the corner of Broad and Williams Streets.
- R3 (Traverse Square): Parking lot for low income multiple family housing project on Church Street.
- R4 (Stonegate Apartments): Multiple family residential parking lot on South Main Street.
- R5 (Sutton Towers): Multiple family residential parking lot on Route 66.

### Zoning Requirements

Zoning requirements for parking lots associated with residential units are usually subdivided into several classes according to residential type. The current zoning code in Middletown (Section 40.04) defines parking statutes for the following categories: multiple family dwellings, one and two family dwellings, housing for the elderly and physically handicapped persons, and dormitories.

the Eno survey.<sup>3</sup> Other bases for zoning for dormitory parking include spaces per occupant (14%) and spaces per bed (12%).

The minimum, maximum, modal, and mean zoning requirements for off-street residential parking in American cities are listed in Table 8.

TABLE 8

Zoning Requirements for Off-Street Residential Parking  
from a Sample of Approximately 200 American Cities

<u>Zoning Requirement</u>	<u>Single Family Dwelling</u>	<u>Multiple Family Dwelling</u>	<u>Dormitories</u>
	Spaces per dwelling unit		Spaces per student
Minimum	0.50	0.50	0.07
Maximum	3.00	2.00	1.00
Modal	1.00	1.00	0.33
Mean	1.28	1.20	0.44

Source: Witheford, D. and G. Kanaan, Zoning, Parking, and Traffic, Eno Foundation for Transportation, Saugatuck, Connecticut, 1972.

Comparison of the above national figures with the Middletown zoning statute for parking indicates that Middletown requires slightly more parking spaces for all residential categories. For example, the Middletown zoning code requires 1.5 spaces per unit for multiple family dwellings, whereas the national mean and modal values are 1.0 per unit and 1.2 per unit respectively. In addition, the Middletown zoning code requires dormitories to provide .5 spaces per student, while the Eno survey found the average

<sup>3</sup> Ibid., Zoning, Parking, and Traffic, 1972.

shows a moderate occupancy level during the late morning and early afternoon periods, with rather low occupancy during the early morning. This situation seems to imply that parking spaces are occupied by nonresidents, either employees or visitors, during the middle of the day. Lot R3 (Traverse Square) exhibits rather constant occupancy rates throughout the day at a moderate level. Lots R4 and R5 (Stonegate Apartments and Sutton Towers), multiple-family residential units, show highest occupancy during the early morning periods with a decline in parking through the daytime hours of the survey. Occupancy levels in both R4 and R5 are moderate compared to the lot capacity.

The variation in residential parking occupancy between the three daily sampling times for Phase I is clearly seen in the parking count summaries in Table 9, page 28. A significant difference in the daily pattern of parking exists in the five lots. R1 and R3 show rather constant occupancy rates throughout the day. R2 exhibits increasing use from morning to afternoon. R4 and R5 show decreasing parking occupancy during the day.

The average occupancy at the residential lots (excluding R1) is well within the design capacity for each daily time period (Table 9). Average occupancy counts for R1 (Wesleyan Dorms) indicate a parking demand very close to lot capacity. The maximum parking occupancy occurring during Phase I indicates that lot R1 reached capacity, and lots R2 and R5 approached capacity. Lots R3 and R4 never exhibited parking occupancy rates close to their capacity.

The expected maximum occupancy for residential lots should occur during the nighttime hours. The late night sample of parking counts during Phase II shows that three of the residential lots (R3, R4, and R5) have their maximum occupancy during this period (Table 10). Lot R1, with 89 percent occupancy during the late night sample, has slightly less parking use at this time as compared to the Phase I daytime periods. Lot R2, with 29 percent nighttime parking occupancy, shows significantly lower use at this time when compared to parking counts taken during the daytime periods. This seems to add support to the conclusion of a significant parking demand at R2 (Sbona Towers) during the daytime associated with visitors or employees.

Table 11 lists the number of dwelling units at each of the five residential areas surveyed.

TABLE 11

Comparative Indices for Residential Parking in Middletown

Parking Lot	<u>R1</u>	<u>R2</u>	<u>R3</u>	<u>R4</u>	<u>R5</u>
Lot Capacity	130	38	80	323	395
Number of Dwelling Units	115	129	60	179	212
Index A	1.1	.29	1.3	1.8	1.9
Index B	1.1	.25	.81	1.0	1.5

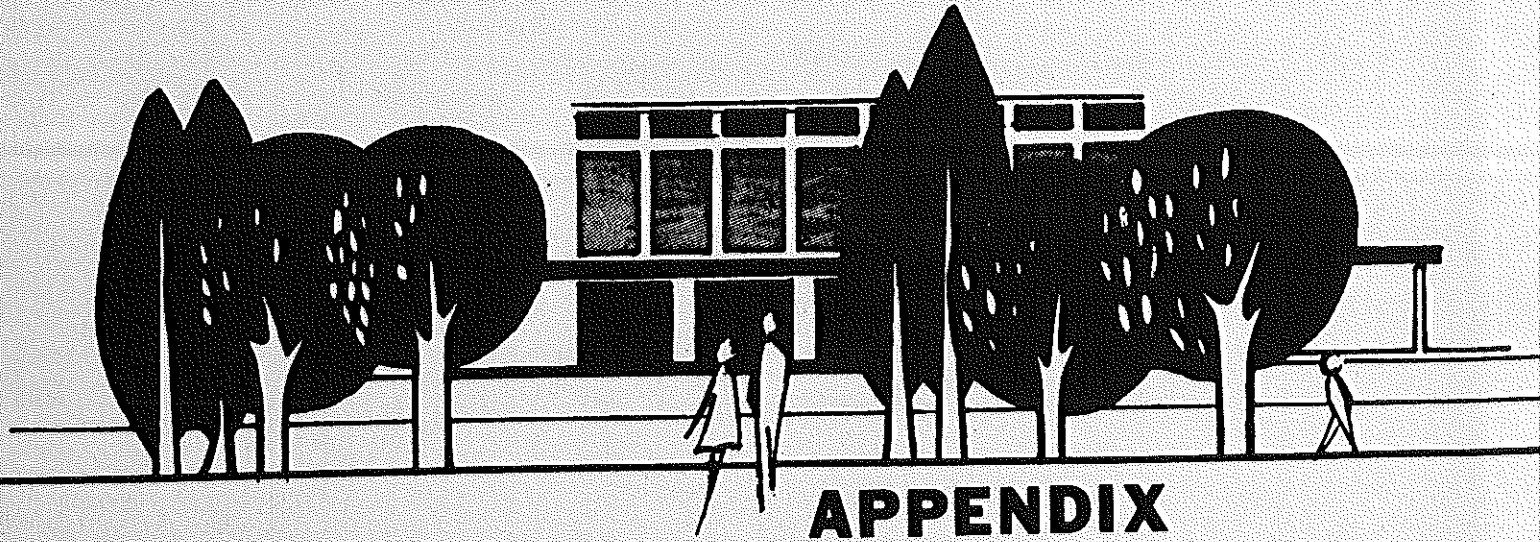
Index A = Actual Parking Spaces per Dwelling Unit

Index B = Parking Spaces per Dwelling Unit Needed to Satisfy Maximum Occupancy

The Sbona Towers parking area (R2) seems underutilized by the residents, particularly when the late night sample results are examined. A closer examination of visitor and employee parking needs is necessary to evaluate the zoning requirement properly.

Parking lots for the three multiple family units (R3, R4, and R5) were also underutilized during the survey. Lots R4 and R5 are housing for middle and upper income families. These lots provide more spaces than are required by the Middletown zoning code. However, according to Index B in Table 11, demand for parking at lots R4 and R5 never exceeded a rate of 1.5 spaces per dwelling unit. Thus, the Middletown zoning requirement of 1.5 spaces per dwelling unit seems adequate for middle and upper income apartment complexes in the city.

The zoning requirement for parking lot R3 (Traverse Square), housing for low income, is excessive. Occupancy never exceeded 61 percent during the times sampled. Since families with low incomes generally have few automobiles, low income housing complexes may need fewer parking spaces than residential units not segregated by income. This distinction is clearly seen in the occupancy counts between R3 (Traverse Square) and R5 (Sutton Towers). Thus, a lower parking requirement approximating 1.0 spaces per dwelling unit appears adequate for low income housing areas.



## APPENDIX

## APPENDIX A

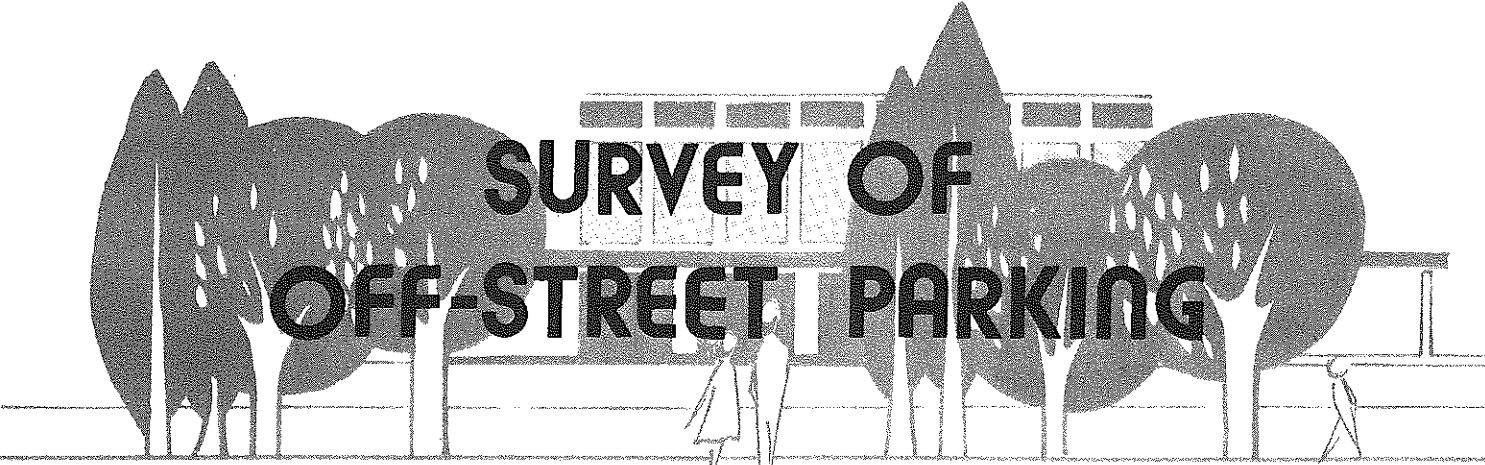
Commercial Parking Occupancy Counts for Phase I

	<u>Color Mart Atticus Book</u> C1	<u>Riverview Center</u> C2	<u>Columbus Plaza</u> C3	<u>Wash. St. Shop Cntr.</u> C4	<u>Middletown Shop. Cntr.</u> C5	<u>Crescimano's Shop. Center</u> C6	<u>Stop &amp; Shop</u> C7
Total Spaces	38	512	262	650	713	52	370
Tues. 11/16/76	# %	# %	# %	# %	# %	# %	# %
8:00-10:00	3/8	7/1	18/7	22/3	20/3	4/8	12/3
10:00-12:00	11/29	309/60	144/55	93/14	104/15	10/1	66/18
1:00-3:00	18/47	353/69	240/92	230/35	267/37	31/60	180/49
Wed. 11/17/76							
8:00-10:00	3/8	7/1	18/7	11/2	25/4	1/2	11/3
10:00-12:00	12/32	310/61	242/92	146/22	98/14	7/13	288/78
1:00-3:00	13/34	316/62	242/92	270/42	217/30	24/46	161/44
Fri. 11/19/76							
8:00-10:00	2/5	7/1	16/6	26/4	33/5	8/15	18/5
10:00-12:00	14/37	264/52	33/13	128/20	105/15	15/29	95/26
1:00-3:00	20/53	329/64	262/100	344/53	318/45	23/44	187/51
Tues. 11/30/76							
8:00-10:00	2/5	6/1	11/4	27/4	7/1	8/15	12/3
10:00-12:00	5/13	193/38	39/15	57/9	55/8	13/25	56/15
1:00-3:00	16/42	426/83	212/81	211/32	256/36	21/40	247/67
Wed. 12/1/76							
8:00-10:00	19/50	9/2	11/4	27/4	8/1	6/12	13/4
10:00-12:00	35/92	230/45	43/16	61/9	48/7	17/33	47/13
1:00-3:00	25/66	378/74	22/85	243/37	252/35	21/40	172/46
Fri. 12/3/76							
8:00-10:00	2/5	8/2	10/4	29/4	13/2	6/12	17/5
10:00-12:00	7/18	257/50	46/18	89/14	86/12	11/21	102/28
1:00-3:00	16/42	492/96	236/90	257/40	294/41	24/46	244/66
Tues. 12/14/76							
8:00-10:00	1/3	14/27	18/7	28/4	8/1	4/8	18/5
10:00-12:00	6/16	173/34	65/25	47/7	66/9	26/50	66/18
1:00-3:00	38/100	357/70	238/91	274/42	349/49	16/31	236/64
Wed. 12/15/76							
8:00-10:00	2/5	10/2	11/4	20/3	15/2	6/12	21/6
10:00-12:00	11/29	404/79	251/96	138/21	167/23	17/33	118/32
1:00-3:00	35/92	344/67	257/98	225/35	328/46	10/19	226/61
Fri. 12/17/76							
8:00-10:00	2/5	4/1	12/5	30/5	15/2	7/13	16/4
10:00-12:00	3/8	243/47	66/25	76/12	92/13	14/27	65/18
1:00-3:00	21/55	460/90	257/98	291/45	396/56	20/38	261/71



# Appendix C - Residential Parking

	R1 Wesleyan Dorms		R2 Sbona Towers		R3 Traverse Square		R4 Stonegate Apts.		R5 Sutton Towers		Total Residential	
Total Spaces	130		38		80		323		395		966	
11/16/76	#	%	#	%	#	%	#	%	#	%	#	%
8:00-10:00	122	94	20	53	28	35	128	40	298	75	596	62
10:00-12:00	81	62	15	39	25	31	66	20	246	62	433	45
1:00-3:00	120	92	28	74	29	36	75	23	88	22	340	35
11/17/76	-----											
8:00-10:00	129	99	17	45	26	33	140	43	303	78	615	64
10:00-12:00	127	98	32	84	25	31	79	24	215	54	478	49
1:00-3:00	123	95	31	82	35	44	67	21	218	55	474	49
11/19/76	-----											
8:00-10:00	130	100	17	45	28	35	151	47	232	59	558	58
10:00-12:00	124	95	21	55	29	36	83	26	115	29	372	39
1:00-3:00	121	93	27	71	30	38	64	20	93	24	335	35
11/30/76	-----											
8:00-10:00	125	96	17	45	32	40	140	43	217	55	531	55
10:00-12:00	129	99	20	53	30	38	88	27	125	32	392	41
1:00-3:00	123	95	24	63	25	31	68	21	89	23	329	34
12/1/76	-----											
8:00-10:00	128	98	19	50	31	39	131	41	210	53	519	54
10:00-12:00	129	99	21	55	33	41	70	22	122	31	375	39
1:00-3:00	127	98	21	55	21	26	58	18	121	31	348	36
12/3/76	-----											
8:00-10:00	129	99	16	42	30	38	137	47	198	50	510	53
10:00-12:00	126	97	28	74	32	40	125	39	118	30	429	44
1:00-3:00	120	92	26	68	30	38	66	20	83	21	325	34
12/14/76	-----											
8:00-10:00	127	98	19	50	25	31	144	45	214	54	529	55
10:00-12:00	127	98	19	50	35	44	89	28	116	29	386	40
1:00-3:00	121	93	23	61	30	38	74	23	86	22	334	35
12/15/76	-----											
8:00-10:00	128	98	21	55	37	46	147	46	219	55	552	57
10:00-12:00	130	100	26	68	35	44	68	21	111	28	370	38
1:00-3:00	119	92	27	71	33	41	63	20	100	25	342	35
12/17/76	-----											
8:00-10:00	130	100	18	47	24	30	149	46	212	54	533	55
10:00-12:00	129	99	26	68	38	48	97	30	115	29	405	42
1:00-3:00	121	93	25	66	34	43	64	20	91	23	335	35

A stylized, high-contrast illustration of a street scene. In the background, there is a building with a series of windows. In the foreground, several trees of varying shapes and sizes are depicted. Two figures are walking on a path that runs in front of the trees and building. The overall style is graphic and minimalist.

# **SURVEY OF OFF-STREET PARKING**

**MIDDLETOWN, CONNECTICUT**

**Prepared for  
Office of the Mayor  
Anthony S. Marino**

**Prepared by  
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Professor of Geography  
University of Connecticut**

**Assisted by  
Gary Steele**

**THE SURVEY OF OFF-STREET PARKING FOR MIDDLETOWN, CONNECTICUT  
IS SPONSORED BY THE STATE DEPARTMENT OF COMMUNITY AFFAIRS,  
D. TODD COOK, PROJECT COORDINATOR, OFFICE OF LOCAL GOVERNMENT.**

**THE PREPARATION OF THE SURVEY OF OFF-STREET PARKING, MIDDLETOWN,  
CONNECTICUT IS FINANCED IN PART, THROUGH A COMPREHENSIVE PLANNING  
GRANT FROM THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT.**